



Inspector's Daily Report

IDR Sheet	1	of	1	Sheets	Final Record Book	Page
Contract	C-7852			Day	Wednesday	
				Date	June 1, 2011	

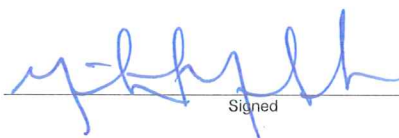
DIARY - Including but not limited to: a report of the day's operations, time log (if applicable), orders given and received, discussions with contractor, and any applicable statements for the monthly estimate.

I arrived at the Hyak office around 9:00 am and met with Brad Schut (WSDOT Inspector). Brad and I drove to the east side of the project to lay out eight Type H Rock Dowels from approximate station 1335+00 to 1336+20 at approximate elevation 2610 MSL (Figure 1). The intent of the additional Type H Rock Dowels is to stabilize the large, highly persistent structure that was exposed late in last year's construction season. Both slopes on either side of this area were excavated earlier in last year's construction season and Norm Norrish produced a memorandum dated August 2, 2010 and an IDR dated September 9, 2010, detailing the additional rock anchors needed to stabilize the large, highly persistent structure exposed at both locations. This current layout will fill-in the gap to stabilize the large, highly persistent structure that is now exposed from approximate station 1332+00 to the east end of Jenkin's Knob, around station 1338+00. Drilling for upcoming blasts was being completed to the west of station 1335+00 and access from the east is too steep for the rock anchor drilling equipment to begin work. While we were on-site, an excavator and a dozer walked up the steeply inclined east ramp to begin building the ramp at a shallower angle so more equipment can access the area.

Brad indicated that the amber alert area around station 1325+00 continues to fail with approximately 10 to 15 cubic yards of material surficially failing due to the heavy rains over the weekend. Brad also stated that the tension cracks in the face appear to be widening (Figure 2). A second tension crack is beginning to develop upslope, behind the detached area that is of concern and most likely needs to be scaled (Figure 3).

Brad indicated that contractor canceled tonight's blast. The contractor wants to set girders tonight and they feel they do not have time for this work after traffic is cleared following the blast. The blast is now scheduled for tomorrow.

I left the site around 11:00 am


Signed

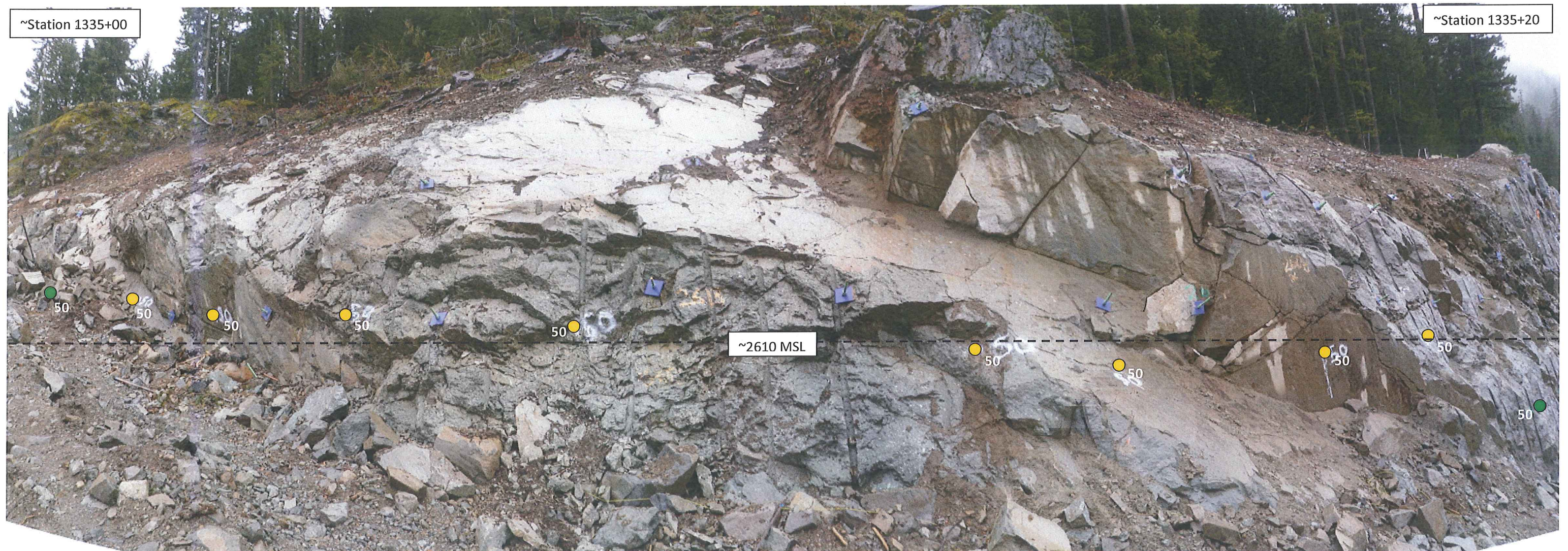


Figure 1. A photograph showing the Type H Rock Dowel layout from approximately station 1335+00 to 1336+20 at approximate elevation 2610 MSL. Note the previously installed Type H Rock Dowels on both sides of this most recent layout.

- 50 Type H Rock Dowels (Minimum Length in Feet)
- 50 Previously Installed Type H Rock Dowels (Length in Feet)



Figure 2. A photograph of the amber alert area at approximate station 1325+00. It appears that the tension cracks are getting wider.

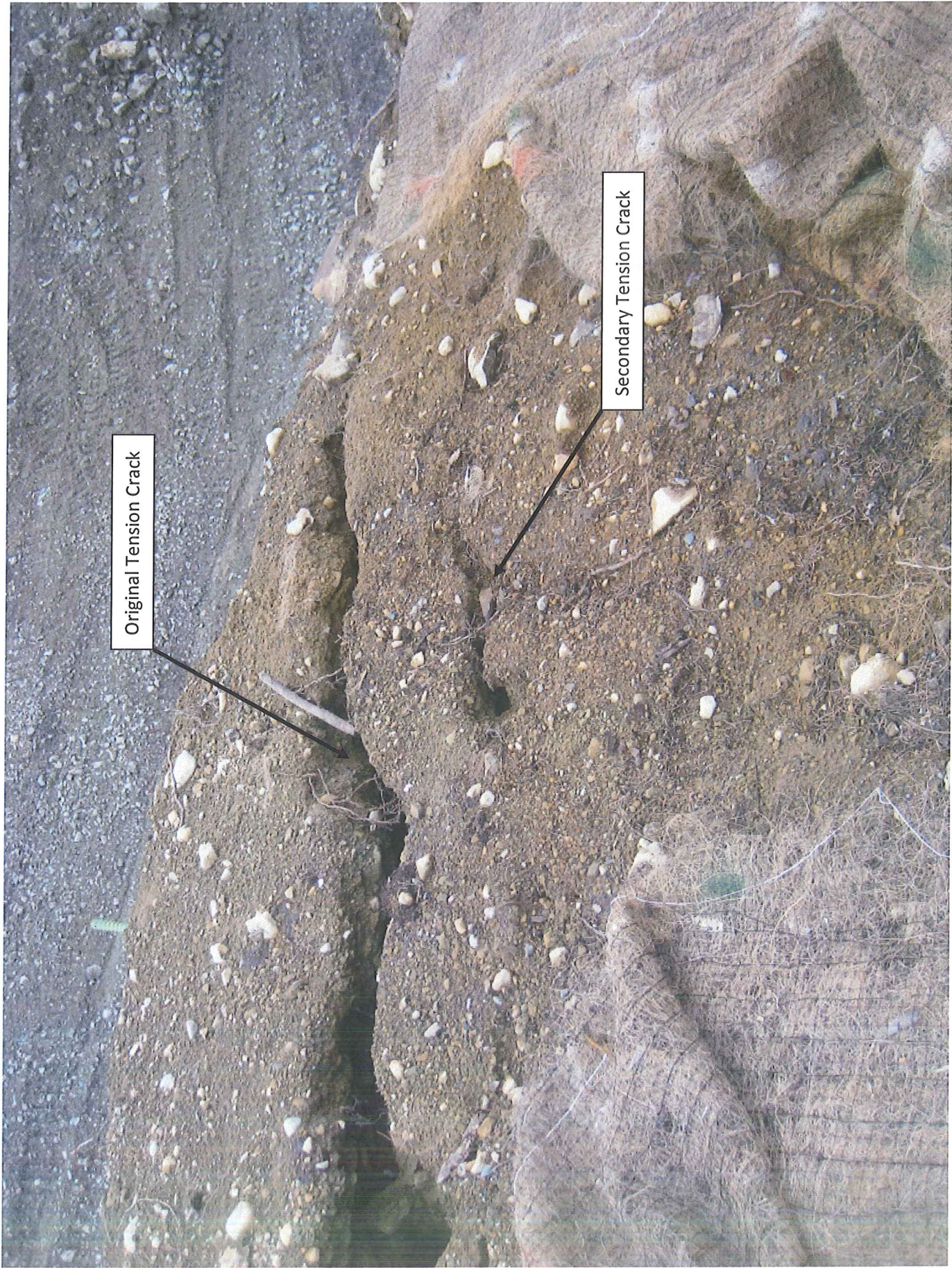


Figure 3. A photograph showing the tension cracks upslope at approximate station 1325+00. Note that a second tension crack is beginning to develop.